

(b) An applicant for a flight instructor certificate with an airplane category rating, or for a flight instructor certificate with a glider category rating, who has failed the practical test due to deficiencies of knowledge or skill relating to stall awareness, spin entry, spins, or spin recovery techniques must, during the retest, satisfactorily demonstrate both knowledge and skill in these areas in an aircraft of the appropriate category that is certificated for spins.

[Doc. No. 25910, 56 FR 11324, Mar. 15, 1991]

§ 61.51 Pilot logbooks.

(a) The aeronautical training and experience used to meet the requirements for a certificate or rating, or the recent flight experience requirements of this part must be shown by a reliable record. The logging of other flight time is not required.

(b) *Logbook entries.* Each pilot shall enter the following information for each flight or lesson logged:

- (1) *General.* (i) Date.
- (ii) Total time of flight or flight lesson.
- (iii) Except for simulated flight, the place, or points of departure and arrival.
- (iv) Type and identification of aircraft, flight simulator, or flight training device.
- (2) *Type of pilot experience or training.*
 - (i) Pilot in command or solo.
 - (ii) Second in command.
 - (iii) Flight instruction received from an authorized flight instructor.
 - (iv) Instrument flight instruction from an authorized flight instructor.
 - (v) Pilot ground trainer instruction.
 - (vi) Participating crew (lighter-than-air).
 - (vii) Other pilot time.
 - (viii) Instruction in a flight simulator or instruction in a flight training device.
- (3) *Conditions of flight.* (i) Day or night.
- (ii) Actual instrument.
- (iii) Simulated instrument conditions in actual flight, in a flight simulator, or in a flight training device.
- (c) *Logging of pilot time—*(1) *Solo flight time.* A pilot may log as solo flight time only that flight time when he is the sole occupant of the aircraft. However,

a student pilot may also log as solo flight time that time during which he acts as the pilot in command of an airship requiring more than one flight crewmember.

(2) *Pilot-in-command flight time.*

(i) A private or commercial pilot may log as pilot-in-command time that flight time when the pilot is—

(A) The sole manipulator of the controls of an aircraft for which the pilot is rated; or

(B) Acting as pilot in command of an aircraft on which more than one pilot is required under the type certification of the aircraft or the regulation under which the flight is conducted.

(ii) An airline transport pilot may log as pilot in command time all of the flight time during which he acts as pilot in command.

(iii) A certificated flight instructor may log as pilot in command time all flight time during which he acts as a flight instructor.

(iv) A recreational pilot may log as pilot-in-command time only that time when the pilot is the sole manipulator of the controls of an aircraft for which the pilot is rated.

(3) *Second-in-command flight time.* A pilot may log as second in command time all flight time during which he acts as second in command of an aircraft on which more than one pilot is required under the type certification of the aircraft, or the regulations under which the flight is conducted.

(4) *Instrument flight time.* (i) Except as provided in paragraph (c)(4)(iv) of this section, a pilot may log as instrument flight time only that time when the pilot operates an aircraft solely by reference to instruments under actual or simulated instrument flight conditions.

(ii) For simulated instrument conditions a qualified and approved flight simulator or qualified and approved flight training device may be used, provided an authorized instructor is present during the simulated flight.

(iii) Each entry in the pilot logbook must include—

(A) The place and type of each instrument approach completed; and

(B) The name of the safety pilot for each simulated instrument flight conducted in flight.

(iv) An instrument flight instructor conducting instrument flight instruction in actual instrument weather conditions may log instrument time.

(5) *Instruction time.* All time logged as instruction time must be certified by the authorized instructor from whom it was received.

(d) *Presentation of logbook.* (1) A pilot must present his logbook (or other record required by this section) for inspection upon reasonable request by the Administrator, an authorized representative of the National Transportation Safety Board, or any State or local law enforcement officer.

(2) A student pilot must carry his logbook (or other record required by this section) with him on all solo cross-country flights, as evidence of the required instructor clearances and endorsements.

(3) A recreational pilot must carry his or her logbook that has the required instructor endorsements on all solo flights—

(i) In excess of 50 nautical miles from an airport at which instruction was received;

(ii) In airspace in which communication with air traffic control is required;

(iii) Between sunset and sunrises; and

(iv) In an aircraft for which the pilot is not rated.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61–82, 54 FR 13037, Mar. 29, 1989; Amdt. 61–100, 61 FR 34548, July 2, 1996]

§ 61.53 Operations during medical deficiency.

No person may act as pilot in command, or in any other capacity as a required pilot flight crewmember while he has a known medical deficiency, or increase of a known medical deficiency, that would make him unable to meet the requirements for his current medical certificate.

§ 61.55 Second-in-command qualifications.

(a) Except as provided in paragraph (d) of this section, no person may serve as second in command of an aircraft type certificated for more than one required pilot flight crewmember unless that person holds—

(1) At least a current private pilot certificate with appropriate category and class ratings; and

(2) An appropriate instrument rating in the case of flight under IFR.

(b) Except as provided in paragraph (d) of this section, no person may serve as second in command of an aircraft type certificated for more than one required pilot flight crewmember unless, since the beginning of the 12th calendar month before the month in which the pilot serves, the pilot has, with respect to that type of aircraft—

(1) Become familiar with all information concerning the aircraft's powerplant, major components and systems, major appliances, performance and limitations, standard and emergency operating procedures, and the contents of the approved aircraft flight manual or approved flight manual material, placards, and markings.

(2) Except as provided in paragraph (e) of this section, performed and logged—

(i) Three takeoffs and three landings to a full stop in the aircraft as the sole manipulator of the flight controls; and

(ii) Engine-out procedures and maneuvering with an engine out while executing the duties of a pilot in command.

(3) Except as provided in paragraph (b)(4) of this section, the requirements of this paragraph (b)(3) may be accomplished in a flight simulator that is—

(i) Qualified and approved by the Administrator for such purposes; and

(ii) Used in accordance with an approved course conducted by a training center certificated under part 142 of this chapter.

(4) An applicant for an initial second-in-command qualification for a particular type of aircraft who is qualifying under the terms of paragraph (b)(3) of this section shall satisfactorily complete a minimum of one takeoff and one landing in an aircraft of the same type for which the qualification is sought.

(c) If a pilot complies with the requirements in paragraph (b) of this section in the calendar month before, or the calendar month after, the month in which compliance with those requirements is due, he is considered to have